

# Curb Space and Parking

*How we regulate parking and  
manage the public's curb space*



# Identified Needs & Opportunities



Competing demands for curb space



Challenges of feeling personal ownership over curb space



Lack of unified policy to guide decision-making





Perception (while not always true) that parking is hard to find in certain areas



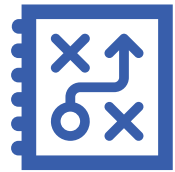
Understanding that excessive parking availability generates more traffic



# Curb Space and Parking Policies

<div><b>Policies</b> <i>The City of Alexandria will...</i></div>	<div><b>Strategies</b> <i>That support policies</i></div>
Use parking policy to achieve broader city goals related to housing affordability, sustainability, and congestion.	<div><input checked="" type="checkbox"/> P1</div> <div><input checked="" type="checkbox"/> P2</div> <div><input checked="" type="checkbox"/> P3</div>
Treat all curb space as a public asset that should be allocated in an equitable manner for its highest and best use, appropriate for the specific location, time of day and time of year.	<div><input checked="" type="checkbox"/> P1</div> <div><input checked="" type="checkbox"/> P2</div> <div><input type="checkbox"/> P3</div>
Encourage curbside uses that can occur off-street to do so to free up valuable curbside space.	<div><input type="checkbox"/> P1</div> <div><input checked="" type="checkbox"/> P2</div> <div><input type="checkbox"/> P3</div>





## **Curb Space and Parking** *Strategies*

- **P1.** Establish priorities for curb uses based on adjacent land uses and City goals.
- **P2.** Leverage pricing policy, data, and communications to better manage on and off-street parking spaces.
- **P3.** Reconsider standards for parking requirements in new developments.





















Strategy P1.  
**Establish priorities for curb uses based on adjacent land uses and City goals.**

- Develop a framework for prioritizing parking, loading, drop-off, bike lanes, mobility hubs, etc. in different contexts to reference when making curbside changes.
- Ensure curb uses support other plans for a given street/corridor.
- Address need for a commercial parking policy to prevent truck parking from impacting neighboring residents and businesses.



**Age Friendly Plan  
For A Livable Community**



	 Low-Density Residential	 Mid-to High-Density Residential	 Neighborhood Commercial
HIGH ↑			
			
LOW ↓			
			
			

*San Francisco's curbside management prioritization framework.*

*Source: San Francisco Municipal Transportation Agency (SFMTA)*

**What it means for you:**

- Better **access** to the curb space for users that need it the most
- Improved **connections** between places and modes of transportation
- Greater **convenience** with more efficient allocation of curb space
- More **equitable** use of curb space
- Improve **safety** by reducing conflicts

# Example Curb Space Framework: Curb Uses

Curb Use Categories:	Examples:
Support for City Plan Priorities	Safety improvements (e.g. daylighting intersections, curb extensions), bus lanes, bike lanes, stormwater management that are specifically included in City plans
Access for Goods	Loading zones, deliveries, food pick-up/drop-off
Access for People	Bus stops, pick-up/drop-off, bikeshare stations
Parking	Metered parking, Residential Permit Program, EV Charging, bike parking, scooter corrals
Activation	Parklets, in-street dining, public art

# Example Curb Space Framework: Land Uses

Land Use Categories	Description	Examples
<b>Residential</b>	Predominantly residential uses; including detached houses, rowhouses, and apartment buildings	Seminary Hill, Clover-College Park, Rosemont, Old Town, Braddock, Del Ray, Beauregard
<b>Main Streets</b>	Mixed-use neighborhoods with office, residential, and retail uses - as well as neighborhood retail corridors	King Street, Mt Vernon Ave, Washington Street, parts of Duke Street, Landmark
<b>Office and Commercial Districts</b>	Areas with predominantly office, retail, and other 'Downtown' functions - often high density, and often including residential towers	King Street Metro, Carlyle, Old Town North, Eisenhower East
<b>Warehouse and Industrial</b>	Areas with mostly industrial and warehouse uses, including redeveloping areas adding retail uses and residential developments	Wheeler Ave, South Pickett St, Business Center Drive

# Example Curb Space Framework: Priorities

Priority:	Residential	Main Streets	Office and Commercial Districts	Warehouse and Industrial
1	Support for City Plan Priorities			
2	Access for People	Access for People	Access for People	Access for Goods
3	Parking	Access for Goods	Access for Goods	Access for People
4	Access for Goods	Activation	Parking	Parking
5	Activation	Parking	Activation	Activation

When making decisions that will impact curb space, staff is considering applying the following framework to prioritize different needs. Not every category applies to every street. Specific context will also be considered, such as the availability of off-street or nearby parking.



## Strategy P2.

**Leverage pricing policy, data, and communications to better manage on and off-street parking spaces.**

- Use appropriate pricing strategies to encourage efficient and equitable use of on and off-street parking spaces.
- Collect and publish data on parking use and availability.
- Use technology, signage, and pricing to encourage--whenever reasonable and practicable--off-street pick-ups and drop-offs, loading, and parking activity to free up on-street curbside space.



### What it means for you:

- Improved access for those who need it the most
- Improved land use/transportation connections
- More convenient garage parking
- Improved safety by reducing cruising for parking



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### Strategy P3.

## Reconsider standards for parking requirements in new developments.

- Build upon recent efforts to right-size parking for residential and commercial development, recognizing that excessive parking leads to excessive traffic.
- Use maximum parking ratios, and parking adjustments based off proximity to public transit as tools to reduce oversupplying parking.
- Explore tying transportation mitigation requirements to parking supply.
- Eliminate regulatory hurdles to sharing parking supply between different buildings and uses (for example a bank that closes at 5PM and a restaurant that opens at 5PM).



### What it means for you:

- Better land use/transportation **connections**
- Improved **equity** with more affordable developments
- Improved **sustainability** with more context-sensitive parking supply

